# CHAPTER 6

# REPAIR CYCLE SUPPORT

## *Section 6A—REPAIR CYCLE SUPPORT PROCEDURES.*

**6.1. Chapter Summary.** This chapter explains the concept of the repair cycle support system. This system establishes control of all unserviceable repair cycle assets from the time they are generated until returned to Base Supply as serviceable or unserviceable. The RCSS is the Base Supply function responsible for managing the repair cycle system. Repair cycle assets are items with ERRCD of XD(x) or XF(x). They are also known as DIFM items. The objective of the repair cycle system concept is to obtain the greatest benefits from the base maintenance shops. The system establishes firm control over repair cycle assets to make sure they are repaired at base-level or sent to a repair facility as fast as possible. The repair cycle time of an item starts when the unserviceable item is removed from the aircraft or piece of equipment, and a demand is made on Supply for a replacement. It stops when the item, either serviceable or unserviceable, is sent back to Base Supply. It is important to know that Base Supply will not order a replacement item until it is determined that the unserviceable item cannot be repaired on base, or the item is condemned. So, unserviceable repair cycle items must be processed through the repair shops as quickly as possible. Status of repair cycle items must be continually maintained and updated according to **Attachment 6A-1**.

**6.2. Overview.** The repair cycle support system establishes firm control over repair cycle assets and obtains the greatest benefits from the base maintenance shops. This section explains the system concept and provides the procedures for effective use of the Repair Cycle Support System.

**6.3. DIFM Issue Procedure.**

6.3.1. DIFM Control. Issue requests for ERRCD XD or XF with activity codes X (expedite), R (routine maintenance), or S (supply point) and with demand code R (recurring) or N (nonrecurring) will place that transaction and the item under DIFM control. All issues to Contract Maintenance (activity code C) are put under DIFM control regardless of the ERRCD or demand code.

6.3.2. Multiple DIFM Indicator. Usually, DIFM issues are for a quantity of one each; therefore, the computer system in Base Supply is programmed to reject a DIFM issue for more than one each of an item. The major reason behind this is the possibility of having a different maintenance action taken codes assigned when multiples are issued on the same document number. Although the norm is one each per document number, there may be cases where this is not reasonable (for example, turbine blades and tires). When this happens, call the RCSS of the Combat Operations Support Flight in Base Supply. Explain your situation and, if approved, they will assign a multiple DIFM indicator to allow DIFM issue requests for multiple quantities. When using this procedure, there is only one document number. If five each are returned with an action taken code 9, and the other five are returned with an action taken code B, it will be necessary to process separate turn-ins with the same document number.

6.3.3. Maintenance Turnarounds. Repair cycle items may be removed from the end-item, repaired, and reinstalled without a demand being placed on Base Supply or after Base Supply confirms that the serviceable asset is not available from their stocks. The repaired asset is not physically processed through Base Supply; however, the maintenance activity must give the RCSS the information needed to update supply records. The term frequently used to record this type transaction is maintenance TRNs. It is very important to document each repair made on repair cycle items. Inform the RCSS

every time a repair action is taken and prepare the necessary documentation, AFTO Form 350, Reparable Item Processing Tag. Send the bottom portion of the AFTO Form 350 to the RCSS, ensure it is completely filled out to include the maintenance action taken code. The maintenance action taken code for TRNs must be A, F, G, K, L, or Z. Invalid AFTO Forms 350 will be returned to the appropriate maintenance activity for action. Failure to inform Base Supply about TRNs reduces the number of serviceable items Base Supply can keep on hand. Base Supply's objective is to have serviceable items on hand to replace an item that has failed. This allows the unserviceable item to be processed through the repair cycle process on a scheduled basis.

**6.4. DIFM Turn-In.** DIFM assets are returned to Base Supply through the RCSS. The RCSS processes and controls all DIFM assets. A completed AFTO Form 350, a condition tag (DD Form 1574, 1575, or 1577-2), and the number 3 copy of the original issue or due-out release document (DD Form 1348-1A) must be provided when items are turned in to the RCSS (see **Attachment 6A-2**, Maintenance and Supply Action Taken Codes).

**6.5. DIFM Update.**

6.5.1. Item Status/Location Change. To accurately control DIFM assets, the status and location of the item must be known. When items are received in a shop or when the status changes, the shop scheduler or work center supervisor must inform the RCSS. RCSS personnel update the location and status of the item in SBSS records. An example of a status change would be when an item goes from AWM to INW. A location change occurs when an item is moved from one shop to another. Maintenance personnel that are under the CAMS use CAMS to update the SBSS when the location and status of an item has changed.

6.5.2. DIFM Status Codes. DIFM items must be returned to Supply as quickly as possible. The DIFM managers in Supply and Maintenance must make every effort to process repair cycle items as fast as possible. MAJCOMs may assign other status codes to cover special situations in their command. (See **Attachment 6A-1** for DIFM status codes.) Each day, the SBLC generates a repair cycle asset management list (D23/NGV905). This listing is forwarded to each shop and the RCSS as an aid in managing and controlling DIFM assets. When differences exist between the DIFM status or location as shown on the DIFM list and the actual status or location, the RCSS must be informed to ensure updates are made.

**6.6. DIFM Reconciliation.** DIFM reconciliation between Base Supply and the maintenance activities is conducted by use of the D23/NGV905. Copies of the applicable sections of this report are furnished to each maintenance activity to verify the location of the issued items. Repair Cycle Support personnel will update the DIFM details with the current item location and current DIFM status when maintenance provides the required changes.

**6.7. Base Contract Maintenance.** DIFM items needing contract maintenance are issued directly to that activity by maintenance. After the item is repaired, maintenance personnel return the item to Base Supply as a serviceable asset.

**6.8. Discrepancy Report Exhibits.** Items identified to show materiel deficiencies conditions are processed as unserviceable Discrepancy Report exhibit turn-ins by the RCSS and forwarded to Inspection for final processing. Action taken code C is used on turn-ins for Discrepancy Reports according to TO-00-

35D-54. If storage space is available, Base Supply stores Discrepancy Report exhibits until final disposition instructions are received.

**6.9. Buildup Items.** Repair cycle items requiring buildup before use are identified and accounted for on supply point records. Normally, maintenance personnel operate these buildup points. Each time a buildup item is removed from the supply point to replace a like item removed from an end-item, the individual responsible for the supply point will advise the RCSS.

**6.10. Time Change Requirements.** Forecasting requirements are limited to specific time change items in TO 00-20-9. Quarterly, Maintenance Materiel Control personnel make a forecast which covers a 1-year period. To get the assets from Base Supply, Maintenance Materiel Control personnel fill out an AF Form 2005 on the first workday each month for items to be changed the next month. Physical issue of the asset is not made until Maintenance Materiel Control personnel verify the scheduled time change date is firm.

**6.11. TCTO Kits.**

6.11.1. General Information. This paragraph explains how to get TCTO kits needed for a technical order modification on an aircraft or missile, an end-item of equipment, or spare parts or components. Air Force policy and procedures on TCTO management are in AFI 21-101, Maintenance Management Policy, and TO 00-5-15. The term "kit" refers to all the parts and materiel required to complete a technical order modification.

6.11.2. TCTO Kits Requirements. Requirements for TCTO kits or parts needed to assemble a kit are submitted to the RCSS on an AF Form 2001. After the request is received, RCSS personnel requisition the kit from the depot, if it is a depot assembled kit. If the kit is assembled at the base, the parts are obtained from Base Supply stocks or from normal supply sources. In this case, the RCSS is responsible for assembling the kit. When the kits are received or assembled, they are stored by the RCSS. The RCSS notifies the requesting activity that they are available. Normally, TCTO modifications are made as scheduled maintenance. When the kits are needed, the requester notifies the RCSS and the kits are issued.

6.11.3. Control of TCTO Kits. The RCSS stores the kits until they are needed by Maintenance. Controls are set up to prevent loss or unauthorized use of the kits or their components. The maintenance activity makes sure the kits are installed on the designated end-item of equipment. If a kit is issued for a specific end-item of equipment and used on another end-item, the maintenance activity must notify the RCSS Maintenance Materiel Control. The maintenance activity must also advise RCSS personnel of any aircraft or other end-item transfers as far in advance of the transfer as possible. RCSS personnel ship the kits for the transferred equipment to the gaining base or organization according to TOs 00-5-15 and 00-25-4.

6.11.4. TCTO Kit Assets. These assets are reconciled with Supply on a monthly basis. The reconciliation is used to update TCTO kit status. Maintenance advises the Repair Cycle Support Section of any kit excesses and/or changes required (see part 2, chapter 24).

**6.12. AWP Procedures.** Requests for bits and pieces to repair DIFM items are processed according to chapter 3, this part. Under most circumstances, the mark for field must have a DIFM or an EAID detail document number. An AWP monitor should be appointed in each maintenance activity to act as liaison

with Base Supply. Followup, update, and cancellation actions must be coordinated between the Repair Cycle Support Section and the Maintenance work center.

## ATTACHMENT 6A-1

## DUE-IN FROM MAINTENANCE STATUS CODES

**6A1.1. Purpose.** To provide a list of DIFM status codes used to monitor the status of DIFM items in Maintenance. The codes listed below are applicable. In addition to these codes listed, MAJCOM are authorized to assign status codes to cover special situations in their command.

**Table 6A1.1. Maintenance Status Codes.**

| CODE | DEFINITION | DETERMINED BY |
|---|---|---|
| Blank | No location established | Maintenance |
| ALT | Alert Aircraft | |
| AWI | Awaiting installation | Maintenance |
| AWF | Awaiting testing | Maintenance |
| AWM | Awaiting maintenance | Maintenance |
| AWP | Awaiting parts with one AWP due-out details | Program Control(see note 1) |
| (N)(N) (P) | AWP with two or more AWP due-out details | Program Control(see note 1) |
| AXC | Aircraft cross-country | Maintenance |
| BFN | Base funded, nonstandard MAJCOM peculiar repair cycle items | Supply |
| CEH | Scheduled work order item in BCE | Civil Engineer hold area (BCE) |
| CMD | CEM Mobile Detachment | Maintenance |
| CTE | Contract maintenance (equipment) | Maintenance |
| CTR | Contract maintenance | Maintenance |
| DWO | UJC AR/BR retained on system | Maintenance (see note 2) |
| DWP | Repair cycle item which is a component of a repair cycle item that is in AWP | Maintenance |
| EWI | Engine Components awaiting installation | Maintenance |
| FEM | Forecasted engine maintenance | Program Control (see note 3) |
| FSP | In-transit from forward supply point | Supply |
| FTL | Flight line | Maintenance |
| FWP | Previous AWP item ready for scheduling and repair | Program Control (see note 4) |
| INO | In-transit issue (off-base only) | Supply |
| INR | In-transit return (off-base only) | Supply |
| INN | In shop | Maintenance |
| MTM | Maintenance to maintenance | Maintenance |
| MWI | ICBM item awaiting installation | Maintenance |
| OAM | Retained on system | Maintenance |
| RFS | Warehouse refusal | Supply |
| RPR | Repair and return | Maintenance |
| TCG | Time change | Maintenance |
| TIN | Turn-in to supply | Maintenance |

| | | |
|---|---|---|
| TNB | Tail or registration number bin | Maintenance |
| TOC | TCTO required on end item | Maintenance |
| TWP | Bit and pieces required for repair action in transit | Supply |
| VHM | Scheduled work order item in vehicle maintenance hold area | Maintenance(see note 5) |
| Z(M)(M) | Reserved | Assigned by MAJCOM |

***NOTES:***

1. When the first AWP due-out is set up, the code on the end-item DIFM will be changed to AWP under program control. When the second AWP due-out is set up, the code will be changed from AWP to 02P. Further processing increases the status code counter, that is, sequential processing will result in code assignment AWP, 02P, 03P, 04P, etc....03P, 02P, AWP, FWP.
2. DWO should be assigned to UJC AR/BR requirements when the asset must be retained on the end-item or system.
3. Status code FEM is assigned when the issue request UJC is AU, BU, or CU, and the delivery destination field is FEM.
4. When the last AWP due-out is released or canceled, the code on the end-item DIFM detail will be changed to FWP under program control.
5. Status code VHM can only be applied by vehicle maintenance organizations.

## ATTACHMENT 6A-2

## MAINTENANCE AND SUPPLY ACTION TAKEN CODES

**6A2.1. Purpose.** To provide a list of the action taken codes used on turn-in requests for DIFM items to indicate the actions taken by maintenance and Supply.

### 6A2.2. Maintenance Action Taken Codes.

**Table 6A2.1. Maintenance Action Codes.**

| CODE | DESCRIPTION |
|---|---|
| A | Benched checked and repaired |
| B | Benched checked--serviceable (no repair required) |
| C | Benched checked--repair deferred. (This code is issued for turn-in of Discrepancy Report exhibits, items suspended for litigation(supply condition code L) and latent defects.) |
| D | Benched checked--transferred to another base (for bench check, calibration, or repair) |
| F | Repaired. (This code will not be used to code on equipment work if another code applies.) |
| G | Repaired and/or replaced attaching units, seals gaskets, packing, tubing, etc. |
| J | Calibrated--no adjustment required |
| K | Calibrated--adjustment required |
| L | Adjusted |
| V | Cleaned |
| X | Tested, inspected, serviced |
| Z | Painted |
| 1 | Bench checked (NRTS)--repair not authorized |
| 2 | Bench checked (NRTS)--lack of equipment, tools, or facilities |
| 3 | Bench checked (NRTS)--lack of technical skills |
| 4 | Bench checked (NRTS)--lack of parts |
| 5 | Bench checked (NRTS)--shop backlog |
| 6 | Bench checked (NRTS)--lack of technical data |
| 7 | Bench checked (NRTS)--lack of resources. (The repair is authorized by the -6 maintenance TO but not accomplished due the lack of authority to possess or obtain resources.) Bench checked--return to depot facility by direction of system manager or item manager |
| 9 | Condemned |

### 6A2.3. Supply Action Taken Codes (AFMAN 23-110).

**Table 6A2.2. Supply Action Codes.**

| CODE | DESCRIPTION |
|---|---|

| | |
|---|---|
| R | Unserviceable turn-in of an item from other than a maintenance activity. If the item has been NRTS or condemned by maintenance, use the appropriate maintenance action taken code (1-7 or 9). |
| S | Serviceable turn-in of an item originally requested as an initial issue. |
| T | Serviceable turn-in of WRM spares, supply point, MRSP, and MSK assets, and other situations where demand data would not be affected. |
| U | Serviceable turn-in of an item originally requested as a replacement issue. (Cumulative recurring demands data is reduced by the quantity turned in. |